



Delridge Way SW Multimodal Corridor Study

Seattle's next generation of complete streets

Delridge Projects Workshop
June 6, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

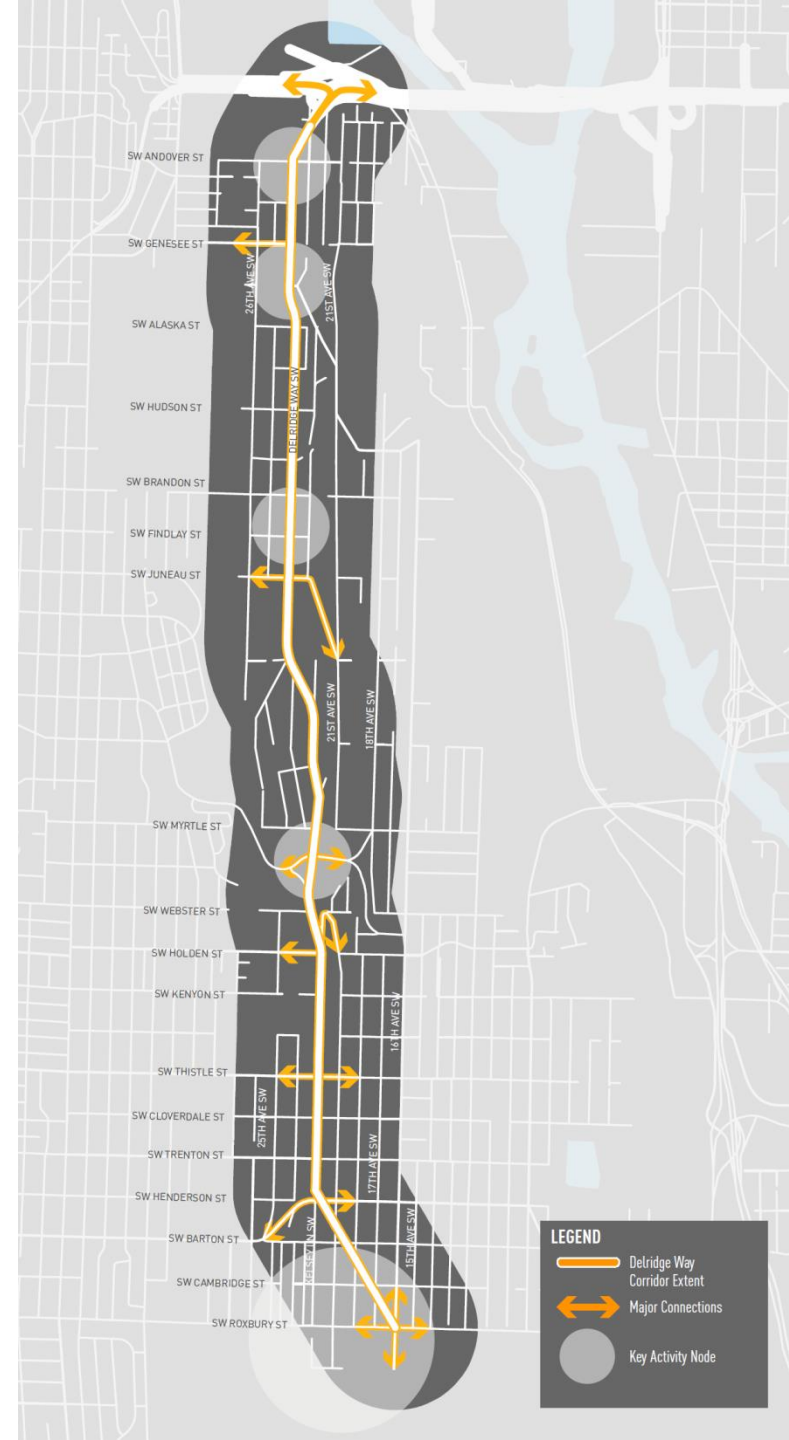


Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Project Overview

- Why
- Existing Conditions
- Modal plan recommendations (Complete Streets)
- Next steps
- Feedback



Why

- Seattle is growing – accommodate predictable movement of people and goods
- Provide affordable transportation options
- Transformation of streets into safer and healthier public spaces
- Long-term vision of the street(s)



Existing conditions - safety

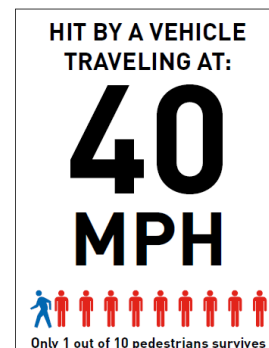
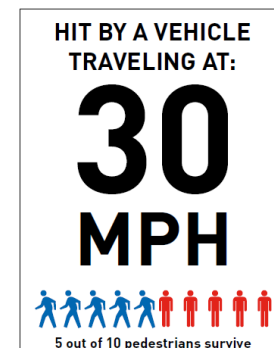
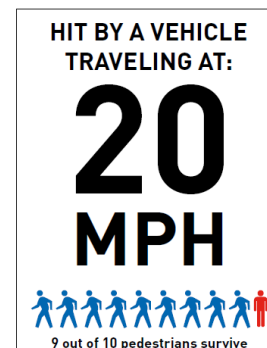
Collisions (2012-2014)

- Motorist: 352 collisions
 - Many midblock high-collision locations
- Vulnerable users: 7 bicyclist/motorist collisions and 13 pedestrian/motorist collisions

Speeding

- Most speeding occurs on the south end of the corridor
- Highest speeds occurring near the West Seattle Bridge on- and off-ramps

Speed limit will be lowered to 30 mph in 2015 – Vision Zero



Existing Conditions

Auto, Freight, Transit

- Average Daily Traffic (ADT) range: 19,300 (north end) to 9,900 (south end)
- ADT overall declining over time: **down 9.9% since 2009**
- Freight truck volumes: 1,000 ADT
- Seven bus routes serve corridor; carrying 4,813 daily riders



Existing Conditions

Pedestrian environment

- Most segments have sidewalks, some substandard with no buffer from motorists; many cross streets have no sidewalks
- Long segments (.5+ mile) without marked crossings

Bicycle environment

- Mix of bicycle facilities (along and adjacent to Delridge Way SW)
- Numerous grade/slope challenges
- Bicycle network not connected



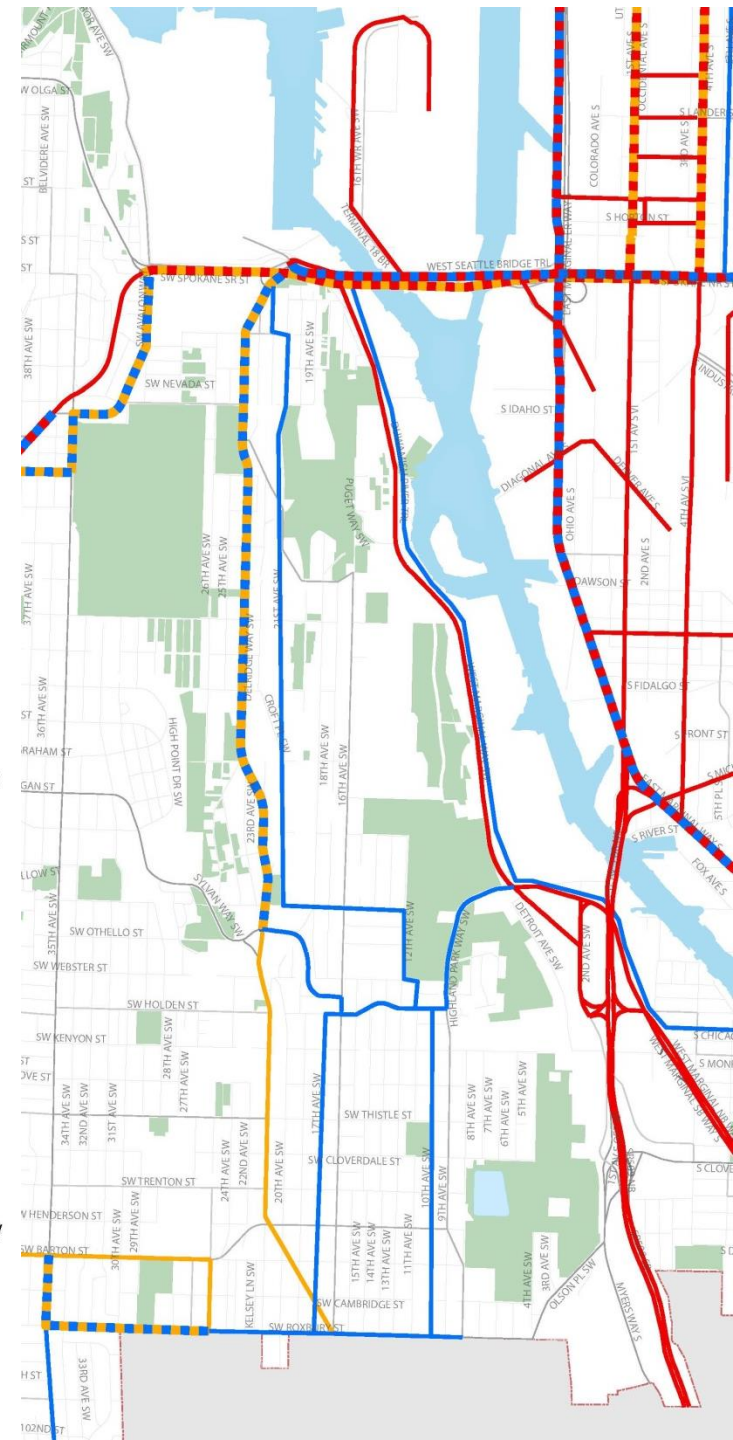
Complete Streets - Multimodal Corridor

- Protected bicycle lane and transit priority overlap: West Seattle Bridge to Sylvan Way SW
- Neighborhood greenways: 26th Ave SW; 17th Ave SW and 21st Ave SW (construction 2015); 25th Ave SW
- Pedestrian improvements: needed along and across the corridor



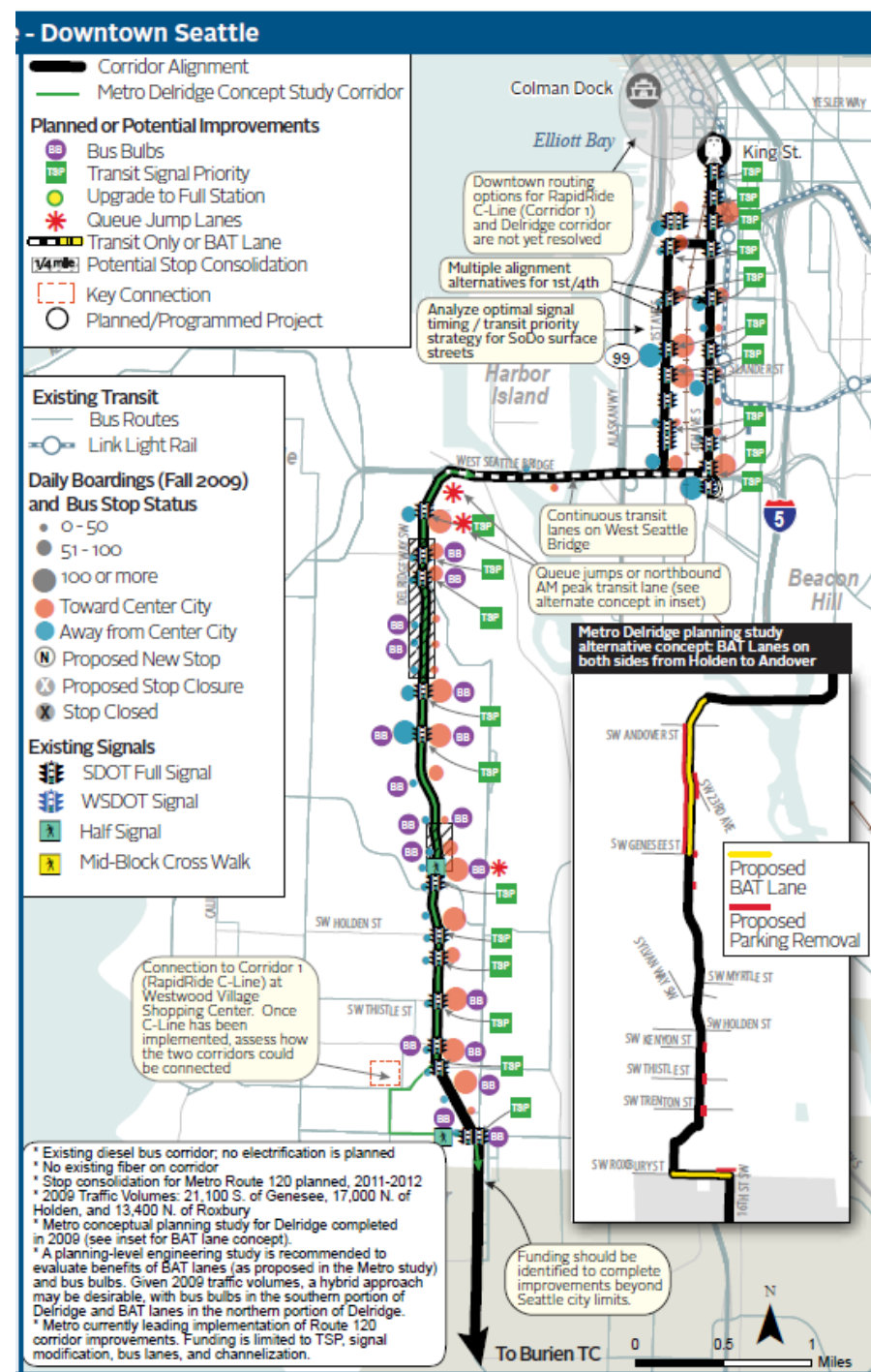
City Street Arterial Class

- Interstate/Freeway
 — State Route/Freeway
 — Principal Arterial
 — Minor Arterial
 — Collector Arterial
 — Not Designated
 - - - - - County Arterial



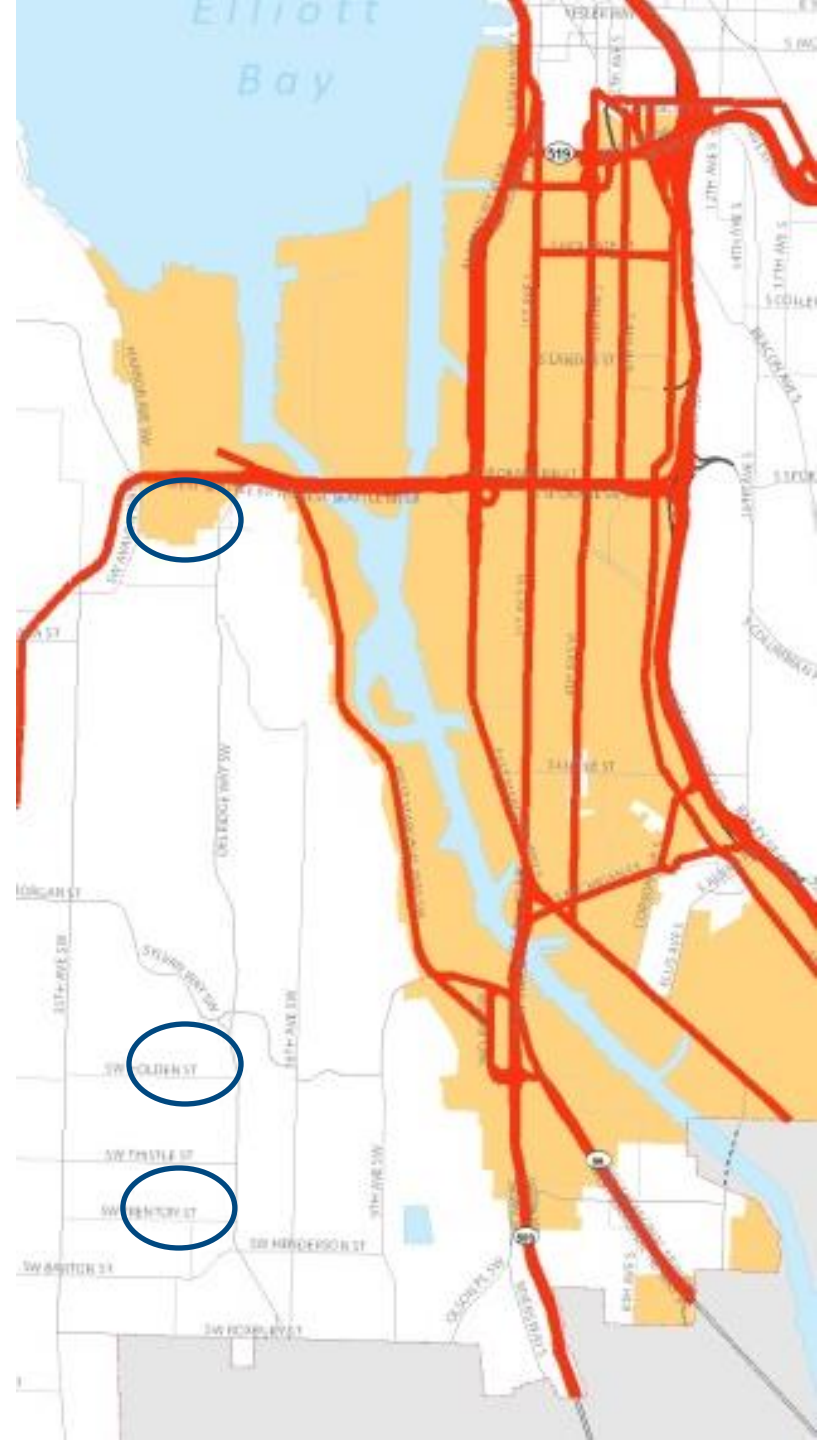
Complete Streets – Transit Master Plan

- Future RapidRide+ route (Move Seattle)
- KC Metro: BAT lanes from SW Genesee St to SW Andover St – both directions
- TMP Recommendations:
 - Bus bulbs (18)
 - Queue jump lanes (3)
 - Transit Signal Priority (11 intersections)



Complete Streets – Freight Master Plan

- Not designated as a Major Truck Street
- Commercial and Industrial nodes – Nucor Steel, Home Depot, and Westwood Village = major delivery generators
- Sixteen 30-minute loading/unloading zones along corridor



Next Steps

June - July	Existing conditions report/Public engagement phase 1
August - December	Conceptual designs and evaluation of alternatives
January	Public engagement phase 2
February - March	Preferred design (3-5%) and final report
2016 and beyond	10 – 100% design; phased implementation

Feedback

- Map:
 - Tell us positive/negative elements of corridor
 - Show us areas of need/improvement:
 - From the perspective of all modes: people walking, biking, using transit, driving
 - Intersections
 - Manage speeds
 - Connections
- Survey/online map: http://www.seattle.gov/transportation/compst_multimod.htm
 - Tell us how you currently use the corridor
 - Show us your thoughts on improvements to the corridor
 - Give us input for future considerations

Questions?

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